MOTOR RACING
and
ECONOMY CAR NEWS

5th Year - No. 21 - Culver City, Calif. August 19-26, 1960
(Published bi-weekly except last issue of caendar year) 25c

LA, SF REGIONS FACE EXPULSION FROM NATIONAL SCCA FRAMEWORK

FAILURE TO COOPERATE IS CHARGED

BY GUS V. VIGNOLLE
Editor of MOTORACING

Unless they "toe the line," the Los Angeles and San Francisco regions face expulsion from the national Sports Car Club of America framework, MOTORACING learned from a reliable source at presstime.

A high-ranking SCCA official told **MOTORACING: "If we do not get** the cooperation from these two groups, there will be no alternative but to kick them out."

This was not wholly unexpected, especially as far as the San Francisco group is concerned. It has been a problem and worry to the Westport Pharaohs for some time. SF has been known as the "rebel" region of SCCA.

Los Angeles has been coming into more and more disfavor with the Pharaohs during the past two years.

In what way have these two regions **NOT** been cooperating?, MOTORACING asked. The answer:

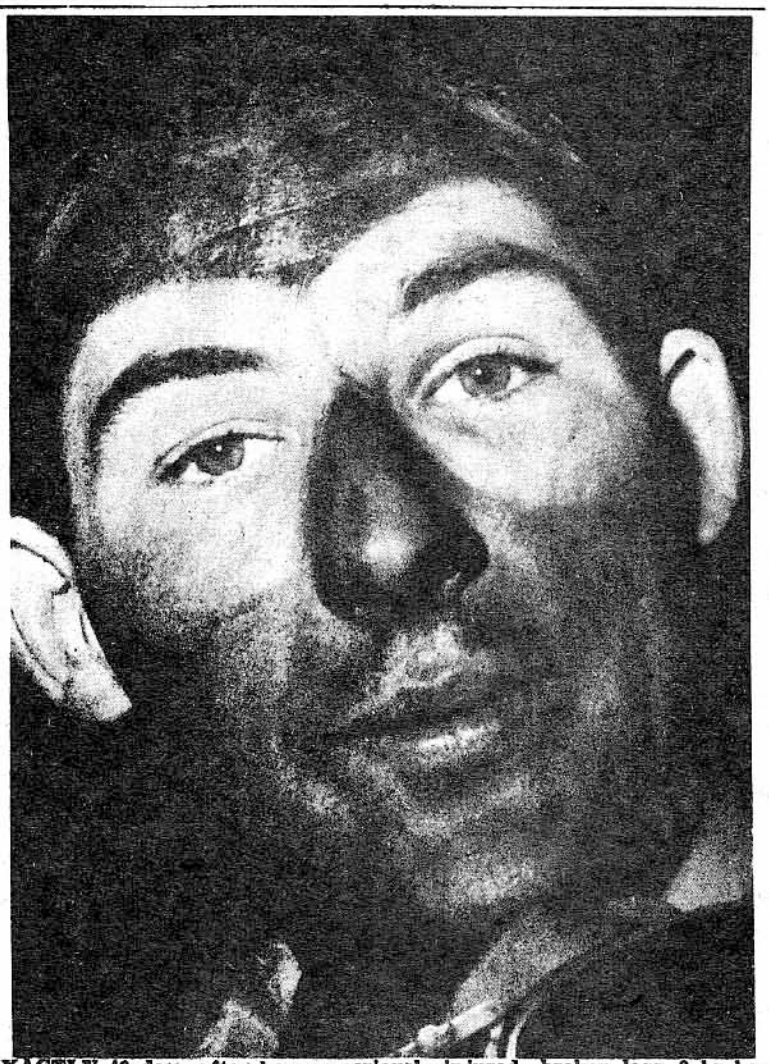
(1) Failure to schedule races through the National Activities Committee.

(2). Failure to run races under National SCCA rules.

(3.) Failure to cooperate with the rest of the regions in the U. S.

It also has become apparent that the SCCA will do everything within its power to take the play—what little it has had—from the pro USAC group. This probably was the reason for the green light being given by the SCCA board of governors at St. Louis last week to the SF and LA regions to actively tie in with up-

(Continued on Page 6)



EXACTLY 49 days after he was seriously injured—broken legs, 3 broken ribs and a broken nose—Britain's famous Stirling Moss last Aug. 7 raced for the 1st time and won a 75km. sports car race at Karlskoga, Sweden, in a new 2.5-liter, rear-engined Lotus-Climax. He was timed at 41m8.8s and averaged 67.93mph. Joakim Bonnier of Sweden was 2nd in a Maserati. Actually, 36 days after he crashed during practice for the Belgium GP at Spa when his Cooper-Climax F1 car lost a wheel at 120mph, Moss drove the new sports car to a 103.82mph lap record at Silverstone. And last Aug. 14 he was in his 1st GP since the accident—the Grand Prix of Portugal (see Pg. 1) at Oporto—and finished 5th, but was disqualified.

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Comfort, Performance In New 'Playboy' Car

(See Stan Mott cartoon with Vignettes on Page 3)

.... As America's 5 major motor manufacturers prepare to launch 1961 models, readers of **Playboy** Magazine have been invited to participate in the design planning of a new automobile intended to fill a niche between the compacts and big luxury cars.

The new automobile, which may be produced in limited quantity, will be called the "Playboy," and, according to the magazine's eptember issue, will offer "the best of both automotive worlds—luxurious comfort and sports-car performance." It will be "the ideal gentleman's sporting motor-carriage, which might give him, in one package, the amenities he wants plus the speed and roadability he demands from an out-and-out sports car," the magazine explains.

While the final form of the car has not yet been determined, the "Playboy" will probably be a full 4-passenger convertible and will have a welded space-tube frame for lightness and strength, a De Dion rear axle for maximum roadability, and a limited-slip differential. The ennige will be American for maximum torque combined with reliability and ease of maintenance, nad will have a 4-speed gear box.

According to **Playboy**, Ken Purdy, the magazine's contributing editor and foremost U. S. automotive authority, will establish the criteria that will dictate the basic design of the "Playboy," while Bill Frick, racing and design specialist, will solicit design-sketches from leading Italian automotive design firms.

One of the outstanding features of the "Playboy" wil be the choice of multiple options. "It will be completely amenable to individual owner's preferences, from automatic transmission and a choice of exotic upholsterers' leathers to television, refrigerator and snack bar, rear-seat instrumentation, and so on," the magazine points out.

JIM JEFFORDS of Milwaukee drives to victory in "Birdcage" Maserati during recent USAC road races at Elkhart Lake. He won after Carroll Shelby, in Old Yeller, and Augie Pabst, in Scarab, retired with mechanical troubles. (Photo by Pierre Perrin)

Vignettes

By Gus V. Vignolle

- DAN AND SKIP
- GRIFF'S STORY
- LEGAL ACTION

PART OF TODAY'S opus deals with two fine young men from the same town, Riverside, Calif. They are **Dan Gurney** and **Skip Hudson.**

One, the former, last year reached the Big League of road racing—driving for a factory team. The latter, it is this observer's prediction, will be the next American to make the grade in Europe, probably with Ferrari, the scuderia Gurney drove for in 1959.

Skip is living for that chance, and now that **Carroll Shelby** has said he will never race in Europe again, it would not be surprising to see Hudson join **Phil Hill, Masten Gregory,** and **Richie Ginther** as part of the American contingent racing under the big tent abroad.

Earlier this season, Skip drove **Ed Purvis'** big 4.1 Ferrari at Shelton, Wash., and at Continental Divide Raceway near Denver. At Shelton, he took 2nd behind **Lew Florence's** 1500 Lotus, and while not detracting from Florence's effort, it should be pointed out this race was run in the wet.

Under such conditions, veterans will tell you that a car such as the

(Continued on Page 3)

HOWARD WINS AT COTATI

BY MANUEL OTUMBA
Special to MOTORACING

COTATI, Calif., Aug. 14—Charles S. Howard III got his first win this year aboard his newly-acquired Lister-Jaguar at the SCCA's Cotati sports car races today.

Howard, driving the ex-Jack Flaherty car, averaged 81.5 mph to finish 39 seconds ahead of Emil Pardee's 1500 cc Porsche RSK. Pardee was in the pole position at the start of the hour-long contest, since he had beaten Howard in qualifying yesterday.

Difficulties with the Lister's limited slip differential were repaired today to give the Chinese Camp rancher the edge over the smaller Porsche.

Dan Herman, in a Porsche RS, and Jack Flaherty in a BMC Junior diced for 3rd overall. Herman's faster car overtook the formula machine in the closing minutes of the main event for a 3-second victory.

Bill Sherwood continued his new, but brilliant, racing career by wheeling his black Corvette to an easy victory in a 45-minute contest for production cars over 1600 cc. The Berkeley driver had things his own way when Sandy Greenblat's Corvette went out of competition with 4 laps remaining.

Sherwood averaged 77.9 mph in finishing 35 seconds ahead of Red Faris' Corvette, while novice Cor-

(Continued on Page 3)

SPEED EVENTS POSTPONED

Postponements and cancellations along the speed front—

For the second time, rain forced postponement of the 8-hr. Little Le Mans for small sedans at Lime Rock, Conn. Reset for Oct. 1.

Cal Club's Aug. 21 2nd Mission Bell hillclimb has been cancelled; the hill is no longer availabe.

A 24-hr. enduro for economy compacts last week at Meadowdale, near Chicago, was cancelled due to "insufficiency of entries,"' said the course management.

Two land speed record tries at Bonneville, Utah, were abandoned until next month. The jet racer of Dr. Nathan Ostich, LA, ran into mechanical ailments. Rough surface on the salt flats caused Mickey Thompson, El Monte, Calif., to hold off. Renault and Cooper-Climax cancelled their speed runs.

SHELBY LEADER

Carroll Shelby, La Mirada, Calif., is the current leader of the USAC pro racing championship standings. He has 610 points and a fat lead over 2nd-place Jim Hall, Dallas, who has 460. Next come Ken Miles, Hollywood, 328; Dick Morgensen, Phoenix, 326, and Skip Hudson Riverside, Calif., 320.

— Subscribe to MOTORACING —

5th IN ROW FOR BRABHAM

OPORTO, Portugal, Aug. 14—The unheard-of feat of winning five straight Formula 1 GP races was achieved here today by Jack Brabham, the world champion from Austtalia. He drove a Cooper-Climax in the 55-lap, 253-mi. Grand Prix of Portugal. He had previously won the Dutch, Belgian, French and British Grands Prix.

Brabham increased to 40 his points as leader of the 1960 world's championship driving standings as compared to 33 for Bruce McLaren, New Zealand, his factory Cooper-Climax teammate, who was 2nd today.

Jim Clark, Britian, Lotus, was 3rd; Wolfgang von Trips, Germany, Ferrari, 4th. Stirling Moss, in his second race since he was seriously injured 49 days ago, was 5th in his Lotus after continual mechanical trouble, but was disqualified.

It was reported his car stalled after hitting straw bales, and while the car was facing against direction of the race, he pushed it downhill to start the engine. He was disqualified for this.

Brabham took the lead from John Surtees, Lotus, in the 35th lap. Surtees retired when his car was damaged after a spin.

(Continued on Page 3)

HANSGEN IN N. Y. VICTORY

MONTGOMERY, N.Y., Aug. 7 — Walt Hansgen, Westfield, N.J., averaged 80.2 mph in Briggs Cunningham's "Birdcage" Maserati as he won the 50-lap Governor's Cup race, feature of the SCCA national meet. The course is 1.85 mi. The crowd was 15,000.

Bob Grossman, Ferrari Berlineta, was 2nd, and Roger Penske, Porsche, was 3rd, although he pushed his car a mile to the finish line after it broke down.

Augie Pabst, Scarab, was an early leader, but was forced out. Harry Heuer, Scarab, was among the leaders, but skidded off the course and lost much time before resuming. Another threat, Bob Holbert, Porsche, went out with a broken crankshaft—same affliction as Penske.

Yesterday, Grossman won the 40-mile Gran Turismo race at a 74-mph average.

In the News

PORSCHE SCORES

ALBANY, N. Y., Aug. 13 — A Porsche, with Fred Walters, Huntington, L.I., and Lou Batori, New York City, as driver and navigator, won the 8th annual MG Car Club's 1000-mi. rally. They won the 4-day event that went into Canada with only a 33-sec. error.

FITCH RESIGNS

LIME ROCK, Conn., Aug. 15—John Fitch, well-known US sports car driver, resigned as manager of the Lime Rock road racing course. One of the reasons cited by him was changes in regulations for the postponed 8-hr. Little Le Mans race for small sedans.

CARTER WINNER

LIME ROCK, Conn., Aug. 13 — Harry Carter, Lakeville, Conn., today won the Formula Junior sports car race, averaging 78.18 mph. He drove a British Lotus and set a track record of 79.6 mph.

Jerry Truit was 2nd and Fred Barrette was 3rd, both in Stanguellinis.

Paul O'Shea and Jim Haynes tangled with three spinning cars in the back stretch. Neither driver was seriously injured.

LOTSA PAPERS

Americans buy an average of 675 newspapers every second.

SCOOTER PATRICK WINS AT SAN LUIS OBISPO

PORSCHE SPECIAL, with Scooter Patrick behind the wheel, was winner of the El Camino Foreign Car Club's headliner at San Luis Obispo last Aug. 7. Victory marked his 1st year of road race competition. (Photo by James W. LaTourrette)

Special to MOTORACING

SAN LUIS OBISPO, Calif., Aug. 7—Scooter Patrick today celebrated his first anniversary of road racing competition by winning the 45-minute modified car event at the 3rd annual San Luis Obispo road races.

Patrick, from Manhattan Beach, Calif., who drove his first sports car race just a year ago at this same course, took the lead off the starting grid in the Adams-Mitchell Porsche Specal and was never headed. One of the best young prospects to hit West Coast racing in many years, Patrick was runner-up for Cal Club Rookie-of-the-Year honors in 1959.

Races were sponsored by the small but hard-working El Camino Foreign Car Club, with manpower assists by Cal Club and Long Beach MG Club personnel.

Patrick's win was the final event of a day's racing designed especially for novice and junior drivers. Six 45-minute races were run off with clockwork precision around the 1.7-mile, 8-turn airport course,

(Continued on Page 5)

EDITORIALS

SCANDALOUS PRACTICES!

The distributor for a British sports car here has made it practically impossible to obtain certain parts .. . . unless you happen to be a dealer for that marque. Other garages have been waiting almost six months for some parts.

One of these parts is vital because, in a worn-out condition, there exists the danger of complete front-end collapse and the strong chance of losing control of the machine.

Furthermore, some dealers of this car and other cars bootleg hard-to-get parts for outrageous prices.

Things are tough enough for the imports to have to put up with these scandalous practices. Both distributors and dealers had better wake up!

THE NEW FORMULA

The NY press agent for Charles Moran of the U S Auto Competition Committee, this country's Intl. Sporting Commission affiliate of FIA, in some 800 well-chosen words, tells of approval of the Intercontinental Formula and how it is a dream come true for the U S in international racing.

The limit will be 2500cc for 1961. The handout says, in part: " . . . For example, Indianapolis-type engines can be entered in international formula competition on an increasing scale."

At the present writing, we hope some serious thought goes into the building of machinery for next year and that care be exercised in not missing the boat by sailing for the wrong formula. This could be going for the Intercontnental Formula instead of 1500cc Formula 1 for 1961.

Lest there be regrets, consider this: Indications now point to most of the important 1961 races being held under the new 1½-liter F1 classification.

For instance, it has been suggested many times to England to recognize this and concentrate its energies on the smaller cars.

We believe the 1½-liter deal will be the main event despite the heavy earlier opposition. Most seem to be swinging into line.

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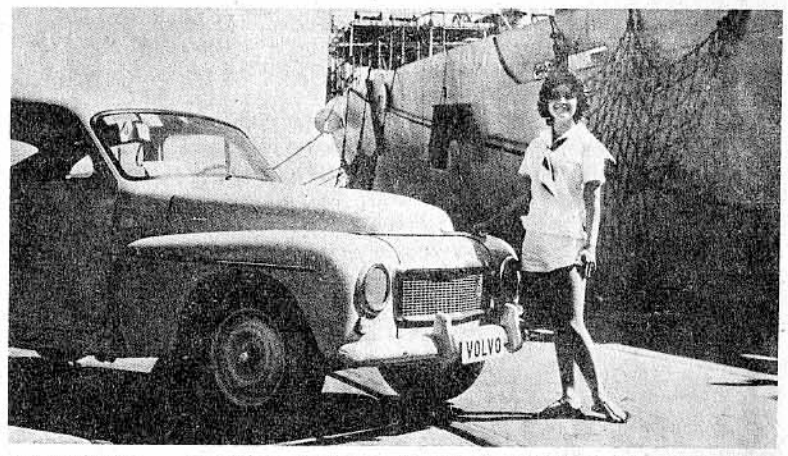
THE TOYOPET TIARA, new addition to the Toyopet line, will be competitively priced with Volkswagen and Renault. This 4-door, 4-passenger vehicle will have a horsepower rating considerably in excess of any comparable car.



SHIPSHAPE — Attractive welcome is given arrival of the first Volvo standard to the Western United States by nautical Barbara English. The swift new 60 hp sports sedan is shipped "piggyback" from Gothenburg, Sweden, to Western motorists, who buy three-fifths of all imports.

Letters to MotorRacing

Letters Welcome

"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."—James F. Fixx, in the SATURDAY REVIEW.

"A BUM RAP"

Because I have gained the distinct impression that Ed Barker, personally, is unjustly taking the rap for the unpopular decision made by the majority of the Cal Club Contest Board members in the Pallandini-Bucknum-AC Bristol case, I am taking up the pen, tho I would prefer a cudgel, in his behalf.

As a former Contest Board member myself, I have had the opportunity to observe Ed's personality, character, and his method of operatoin very closely for a period of nearly 2 years. Perhaps the most significant example I can quote, and one which I feel gives a very accurate picture of Ed in action as chairman of the Contest Board, is that on every occasion where there was an important problem pertaining to production Porsches, Ed Barker disqualified himself from voting and accepted the decision of the balance of the Contest Board.

Here is another reason why I am convinced that Ed is taking a bum rap. Ed is merely enforcing an old policy which was initiated before he ever even got on the Contest Board.

Finally, If I were to name 5 members who had done the most constructive work for the Cal Club, I would place Ed Barker on that list. Among other things, he initiated the re-classification of cars based on performance, rather than engine capacity. This idea was so valuable that it has been copied by clubs all over the U.S.

Not too many people realize that Ed has to drive over 50 miles just to attend a Contest Board meeting. To me, Ed Barker is an outstanding example of the large number of very unselfish people who love the sport and the people in it enough to put in the tremendous amount of time and effort, without pay, required on the behind-the-scenes details which are necessary to prevent chaos and general demoralization in the sport.

My greatest hope for the Cal Club is that Ed Barker and workers like him never quit in disgust as did Paul Lee, author of the snide and vicious attack on Barker in your last issue.

Rather than quit the club, as did Paul Lee, I would like to offer the following constructive suggestions in order to distinguish and differentiate myself as much as possible from Paul Lee. First, would all interested parties who believe that a one-year penalty for an illegal car is too severe please write the Contest Board and request that they change their policy to a more lenient one for X months. Second, would all interested parties petition the Contest Board and request that AC Bristols with 9.5 to 1 pistons be accepted as production on the basis of causing undue hardship if not allowed.

ERIC HAUSER
Los Angeles

NOT SEBRING OSCA

It has been called to my attention that the Osca we have advertised has been misrepresented as being the Moss-driven Sebring car. This apparently is one of those word-of-mouth discrepancies that raise their heads now and then. When I bought the car from Frank (Duffy) Livingston, he was under the same impression, which I assume was passed along to him. If there is valid proof that this is not the car, then I would like you to retract the statement and please accept my apologies for the inconvenience that this has caused.

The ad has been a very attractive one, and I thank you for your attention.

H. CHESTER BURGRAFF, D.O.
Azusa, Calif.

Editor's Note—Mistakes do happen. The Sebring car (a 1500) is still in possession of the original owner, Briggs Cunningham.

SAFER CLIMBING!

Please note the following newspaper dispatch:

4 German Alpinists Killed

INNSBRUCK, Austria, (Reuters) —Four German climbers of a party of eight were found dead from exhaustion by mountain rescue workers today. The four others were rescued. The party had left early yesterday and had been caught in a heavy snowstorm and thick fog.

Of course, mountain climbing is **important.** These men are testing equipment that will make things a lot safer for us ordinary citizens in our everyday mountain climbing. . .

BOB CUMBERFORD
New York, N. Y.

ENGINE IN THE REAR

Re: article in your magazine Aug. 5--12, 1960—

We herewith like to thank you for your nice article on the DAF 600. However we like to draw your attention to the fact that the DAF has a FRONT-mounted engine and not as stated in your article a rear-mounted one.

For your information we enclose herewith a complete presskit.

Further we will be very pleased to invite you to try one of our demonstrators for a day or so, so you can find out for yourself what this car is like.

WILFRED G. M. KRAETZER
Wholesale Manager
Western Cars of Holland
Torrance, Calif.

JOSH ON PAYOLA

On receiving the July 22-29 issue of MOTORACING today, we noted with some interest a "Letter to the Editor" from one M. L. Luskin of San Francisco. We don't know the gentleman, but a question he posed deserves an answer. We quote from his letter: "Your comments on Payola were very interesting. And that reminds me—are the San Francisco and Oakland sports car column writers on the Cal Club's payroll? Man, they have gone out for CSCC races up in this area. Maybe the Cal Club is picking up their hotel and food tabs."

We've been around the Payola track many times, but NOT ON THE CAL CLUB. To be sure, they invited us down for the Santa Barbara Races a few weeks back, and picked up the tab for the hotel room. We reciprocated by getting gassed, a favorite indoor sport of ours, and didn't go near the course. We owe them dough for our ingratitude.

Why do I personally write "good things" about Cal Club races? For only one reason. They put on a damn good race! Recognizing that spectator interest was on the wane, the Cal Club has jacked up public interest in Club-type races by innovation. Maybe you don't like motorcycle races but there's a faction which does. This faction helps take up the gap of those old timers who no longer take in other than a Grand Prix type event.

Women's races are still an integral part of a Cal Club weekend program and we personally believe it's an attraction that adds color to what otherwise might appear drab. Southern California races have always been more colorful than those held in the north for geographic reasons alone. Since the demise of the old Pebble Beach course and Golden Gate Park, what has Northern Calif. to offer in the way of comparison to Palm Springs, Santa Barbara, Pomona? Laguna Seca and Riverside are on a par—great race courses but dirty, dusty, hot and barren of any comfort. Southern California races always draw a few personalities from the "Hollywood set." Jayne Mansfield, June Wilkinson, Steve McQueen, Peter Ustinov, David Niven, Jackie Cooper, Jill St. John, and others, to mention but a few. Another advantage in their favor, as a crowd teaser.

The Cal Club's president, "Mitch" Michelmore, is one of the finest men I've met in over 8 years of following and recording the sport. Always the first to say "Thanks", if

(Continued on Page 7)

ECONOMY CAR NEWS

BY MARGUERITE COOK
MOTORACING Staff Writer

VW is being allowed to join the club.

The voice of the new-car and truck dealers in this country, the National Automobile Dealers Association, has decreed that it can now have its own individual Make Advisory Committee.

Until now, though all American-produced cars have had their own individual committees, the imports have been limited to one collective representative.

VW is the first import to be honored, and is being so honored in recognition of its position as the leading import.

To date, we understand, there are 360,000 VWs in this country, accounting for 25 per cent of all registered imports.

The 550 VW dealers in this country are selling cars at a rate 2 tol over their nearest rival. (What's been happening to Renault?) The German import stands 5th in overall sales of both domestic and imported cars.

Ralph Cutright, Cutright Motors Co., Santa Monica, has been named to represent the Southwestern District on a 12-man Interim Make Advisory Committee of VW dealers.

It is assumed that this committee will be formally recognized in October at an NADA board of directors meeting and—we hope—each member given a key to his own gas pump.

★ ★ ★

Some experts are saying that only VW will emerge with a wheel firmly inside the American garage during the coming increasingly competitive auto sales years.

In May, total new import registrations in California of 5815 compared to 9282 the previous May. This is a whopping 37.35 per cent loss. On the other hand, Ford new registrations in California in May 1960 of 10,686 were 6.93 percent up from the previous May, and Chev new registration of 10,893 showed 2.50 eprcent gain this May over May 1959

In these figures, Falcon and Corvair sales are not broken down. Valiant figures are, however New registration of this Chrysler **compact totalled 2,127 ofr May 1960, while sales of the sister Plymouth were 1,669, a 40.07 per cent loss over the past May when it did not have a compact competitor.**

Through May 1960, total new import registrations in California were 34,196 compared to new registrations of 62,805 Chevrolets (and Convairs); 61,981 Fords (Falcons too); American Motors Rambler, 18,579; Plymouth 9,620; Valiant 8,492; Lincoln-Mercury's Comet, 3,960; and Studebaker 4856.

A better indication of what this means: The imports through May 1960 had 12.7 per cent of the new car buying market in California; Chevy, 23.4 per cent; Ford, 23.1 perbent; Rambler 6.9 percent; Plymouth 3.6 per cent; Valiant 3.2 per cent and Studebaker 1.8 per cent.

Yet the Los Angeles Harbor reports that foreign automobile imports increased 11 per cent to 62,568 units during the past fiscal year compared with the 57,247 units imported in the previous year.

It listed imports in the motor car field for this period as: VW, 14,643; Renault, 10,450; Fiat, 5850; Volvo, 4798; Simca 2158; Hillman 1,842, and Triumph1,727.

Also, the British are collectively not doing so bad, as production increases of 35 per cent for the year ending July 31, 1960, have been reported by BMC.

The fourth largest British auto manufacturer reported 656,577 vehicles produced in this period and about one sixth, or 110,340 were sold ni North America. BMC's passenger cars include the MG, Morris, Austin and Austin-Healey. It also makes the Metropolitan for American Motors.

Sales of this popular runabout should have received a spurt when Princess Margaret decided to accept one as a wedding present. If you want to drive the same car as Mrs. Armstrong-Jones, order a black one with special upholstery in green Vaumol hide and carpets to match.

We still have some stats to get off our chest. As of the week ending Aug. 6, total 1960 unit production for American Motors is 325,123; Ford's Falcon, 303,887; Plymouth 325,847 (includes 169,060 Valiants); Chevy's Corvair 167,686; Lincoln-Mercury's Comet, 95,675 and Studebaker-Packard (including Lark), way down at 70,310.

Financially, American Motors has fared best with the compacts; General Motors, of the new compact producers, has been least affected financially, and Studebaker, with its total sales down about 18,000 units from this time in 1959, has fared the worst.

This is how the 1961 compacts shape up:

American Motors: The popular Rambler will get its first new body in 11 years and there may be a convertible added to the line.

Ford: The company doesn't plan to alter either the Comet or Falcon much, except to offer optionally a more powerful engine.

General Motors: Three new smaller family-sized cars, the Buick Special, the Oldsmobile F-85, both with new V-8 aluminum engines, Pontiac's Tempest, sporting a 4-cylinder engine,

Chrysler: The Valiant Plymouth and Dodge's new Lancer will use the same 106.5 wheel base, but look different and perhaps have the most potent engine in the compact field.

Studebaker-Packard: The Lark won't look so stubby. The company has also asked a 25 per cent increase in Mercedes-Benz allocations from Germany with emphasis on the compact-size 190 sedan.

In the mail: Floyd Clymer's "Hints and Tips on how to drive the Volkswagen"It's profusely illustrated and looks easy to read and understand. $3. Big print. 'Worldwide," July-August 9160 a slick 18-page magazine for the Austin organization, being re-activated for the first time in 3 years. It has pictures and info on Austin performances that we wish we'd had earlier. Very readable. The Renault Monthly Magazine. A wonderful picture-travel magazine in 'Life'-type format. Faetures Renault Dauphines and Caravelles in action all over the world.

Personal Messages—

Wilfred Kraetzer, Western Cars of Holland, 21805 Western Ave., Torrance. Thanks for letting us know that the DAF is **NOT** rear-motored.

Personnel Changes:

Walt Woron, ex-editor of Petersen's Motor Trend, has been named public relations counsel for Peugeot, Inc., or rather his company, Walt Woron Associates, 366 Madison Ave., New York City. **John Lesinski** formerly regional manager for Renault, Inc., and recently based at Dallas, has been named Western regional manager at Burlingame, Calif. **Walter Murphy** has been named general sales manager for Peter Satori outlets in Pasadena, Glendale and Santa Barbara. **Ted Picado,** v.p. in charge of sales for Peter Satori of Calif., Inc., has resigned and returned to Costa Rica to supervise family interests.

• Vignettes

BY GUS V. VIGNOLLE

PREDICT SKIP HUDSON TO MAKE FACTORY TEAM

(Continued from Page 1)

Lotus XV, or a Porsche, figure to have the edge over the unwieldy V-12 dohc Ferrarri brute.

In the USAC go at Denver, conditions again weren't right for Hudson in the 4.1. He took 4th behind 2 Scarabs and a "Birdcage." He couldn't get the machine into 4th gear.

A ocuple of weeks ago, continuing the USAC pro trail at Elkhart Lake, Skip drove **John (Buck) Fulp's** 3-liter Testa Rossa. As our **Joe Scalzo** reported in the last issue, the Riverside pilot drove the entire race with no brakes, yet finished 5th, one lap behind **Jim Jeffords'** "Birdcage." His performance was termed "magnificent.'"

Skip Impresses Chinetti at Elkhart

What is important is that Skip impressed **Luigi Chinetti,** Ferrari's No. 1 man in America, who was at Elkhart. He reported Hudson turned in "a good drive." It is a cinch Chinetti will shoot a favorable report to **Enzo** and Team Manager **Tavoni** at Maranello. As we said, something may come of it by the time the next season rolls around.

Now to Dan Gurney.

He has not been able to hit it in Formula 1 Grand Prix racing for BRM this year. He dropped out during the 27th lap of the GP of Portugal at Oporto last Sunday. His best effort of the campaign came in sports cars when he and **Stirling Moss** won the 1000km. race in a "Birdcage" at Nurburgring.

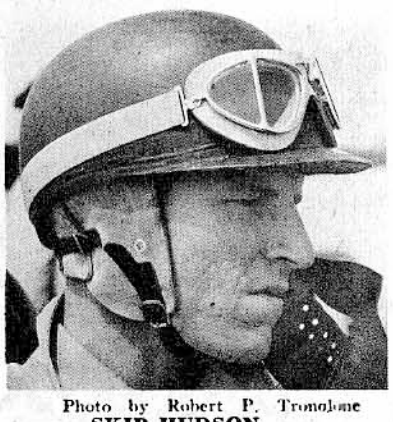


Photo by Robert P. Tronolone
SKIP HUDSON

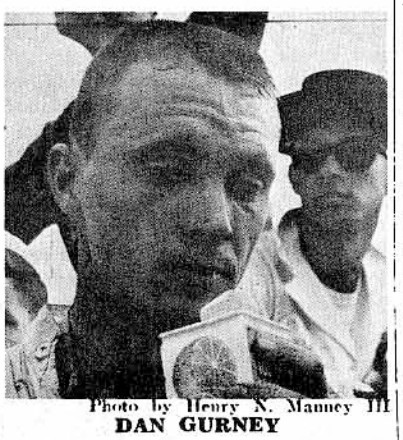


Photo by Henry N. Manney III
DAN GURNEY

Daley Writes of Gurney's Woes

And now for an excellent insight into Gurney's rise and travails—from a recent feature story by **Robert Daley** in the NY Times:

He told how Dan came to Europe in the spring of 1959 at the age of 28, drove for the Ferrari factory for $150 per month and at the end of the season had earned about $7000 in starting money. He asked for a raise, was dropped from the team, and signed a bonus contract to drive for BRM.

In the same Portugal race last year he turned in one of his top races—3rd in the slowest Ferrari.

Although I don't have the records handy, Daley reported that this year Gurney has not finished a major GP nor led one.

Wrote Daley: "Gurney seems to have lost his spark. For him the car just does not go." He went on to relate some of the woes: how Dan was rammed at the start of the Riverside race and knocked out when his head slammed the headrest; how he broke an ankle when a go-kart smacked him at Nassau; and how he shot off the road in the Dutch GP, with the BRM killing a spectator, overturning and landing on top of the driver.

But Dan Hasn't Been Getting the Cars

Daley quoted Dan as saying "This is a cruel sport." He wrote: "since then he has not driven very fast." And further quoting Gurney: "The essence is to go as fast as you can without getting killed. You must continually ask yourself, 'Am I being brave or merely foolish? Every time you put your foot down, you must ask yourself'."

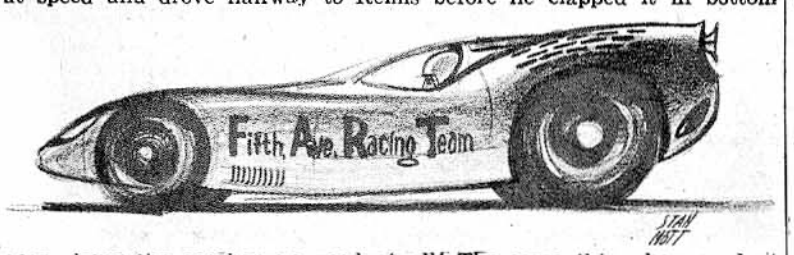
Concluded Timesman Daley: "Last season re proved his talent. Now he must prove that he still has the heart for what he calls 'the cruel sport.'"

All this may be so, but I would like to add by way of postscript that Dan Gurney probably hasn't been getting the cars. This much I can surmise from the despatches of **Henry Manney,** our far-flung correspondent.

Wrote Manney (Dutch GP): " . . . and Gurney had his back brakes pack up, causing him to leave the course at the end of the pit straight at speed and turn over among the spectators . . . "

Brake Trouble Plagues the BRMs

Then (Reims): ". . . . Gurney once again had his brakes fail on him at speed and drove halfway to Reims before he clapped it in bottom



gear, doing the gearbox no good at all! The same thing happened at Zandvoort, you will remember, and several other drivers have gotten in trouble with BRM (**Moss, Herrmann, Behra**) when the brakes went on the blink. The trouble seems to be that BRM sticks with the single rear-mounted disc on the transmission . . . Be that as it may, Gurney (as well as the rest of the drivers) were not too happy before the race, and it would be interesting to find out more about the valve spring trouble that has put them out in the last few races . . . It is goosey enough driving without having a car you can't trust. At least Ferrari builds a nice strong automobile and the worst thing you can say about them is that they are disorganized."

Now there you have it. Personally, I can't believe (although I shouldn't say because I haven't been there) that Gurney has lost his spark. I just do not think he has had the machinery.

So much for the nonce on Riverside's Skip Hudson and Dan Gurney.

Borgeson Tells What Actually Happened

This is the reason I like to be there (although it is not always possible) to see with my own eyes:

(Continued on Page 5)

LYON WINS COLO. RACE

CASTLE ROCK, Colo., Aug. 7 — Charlie Lyon of Denver took a 1st mortgage on the Colorado sports car driving championship today at Continental Divide Raceways. The steady driving Lyon withstood an early challenge from Bob Carnes in a Bocar Stilleto to romp to an easy victory in the 15-lap Invitational main event.

Lyon had a big week-end in the 2-day meet sanctioned by the Denver Sports Car Club. His familiar gunmetal Porsche was clocked in 34m 30.6s over the 2.8-mi. CDR course for an average of 73.01mph. Danny Collins ran 1m 15.3s behind Lyon in his production Corvette, with Don Ives, Porsche, 3rd in 36m 12.6s.

Carnes, in his brand new Stilleto, powered with a super charged Corvette engine, grabbed an early lead and held against persistent challenge by Lyon until lap 9 when the Bocar Stilleto developed wheel trouble. From that point on it was all Lyon's race.

The win set Lyon as almost a cinch for the Colorado title as he picked up 8 points for a 20-point total.

In other action, Steve Wendt and Bob Betts battled an Elva war for 10 laps. Wendt was in a DKW-powered Formula Junior, Betts in an Elva Mark V. Wendt got the flag in a photo-finish.

HOWARD

(Continued from Page 1)

vette pilot Paul Reinhart of Oakland was only 2 seconds behind Faris.

Charlotte Duncan, a Pinole dental nurse, had things her own way both days during the SCCA's first women's race of the season. Mrs. Duncan, driving a Lotus Le Mans, took the checker 1 minute and 5 seconds ahead of Prudence Baxter's borrowed Daimler in today's 20-minute contest.

After starting at the back of the pack and finishing 3rd Saturday, Chet Helm took top honors in the under-1600 production go. The Reno imported car executive, driving a very rapid Porsche Carrera, had little difficulty beating yesterday's winner, Fred Gerhauser of Sacramento, also in a Carrera.

Helm averaged 74.4 mph around the 5-turn, 1.9-mile Cotati circuit.

Next race by the SCCA's San Francisco region will be sponsored by the No. Calif. Corvette Assn. Sept. 10-11 at Cotati. The races will benefit crippled children.

BRABHAM

(Continued from Page 1)

Dan Gurney, BRM, went out on the 27th, and Phil Hill, Ferrari, another American, skidded off the course early in the race.

Eight of the 15 starters finished the race.

Americans eat too fast and too much. — Raymond Matson, head of the National Restaurant Assn.

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CHARLIE LYON got first bite of a huge birthday cake at Continental Divide Raceway near Denver Aug. 7 when he won the feature 15-lapper. Program marked CDR's first anniversary races sanctioned by the Denver SCC. Offering Lyon the cake is Anne Walker, "Miss Colorado," with CDR President Sid Langsam also offering congratulations.

GLENN DAVIS RACE CHAIRMAN FOR L. A. TIMES GRAND PRIX

The Los Angeles Times-sponsored $20,000 Grand Prix for Sports Cars will be staged at Riverside International Raceway Oct. 15-16 under a new director.

Glenn W. Davis has succeeded Paul J. Schissler as Race chairman for that race and as director of special events for The Times. Davis, who was assistant director, is the former Army and Los Angeles Rams football star known as "Mr. Outside."

"The early interest in this race by racing enthusiasts, drivers and owners indicates that we will have the best weekend of racing yet," Davis said.

Proceeds of the times race go to Los Angeles Tmes and Mirror Charities, Inc., which support a number of youth projects in the Los Angeles area.

TEEN-AGERS RAISE HELL AT SWEDEN SPORTS CAR RACES

Not only in America are teen-agers out-of-liners.

The wire services reported that last Aug. 7 during the sports car races at Karlkoga, Sweden, some 500 boys and girls took over the town and wild rioting broke out.

A civilian guard had his nose broken. An outhouse was set afire. Arriving fireman were met with a barrage of bottles. Nearly 50 youngsters including 3 girls, were arrested. One of the girls was attired only in her brassiere.

SPORTS CAR OPENING

Hollywood Sports Cars, Inc., handling the BMC line, has its opening Aug. 26-27-28 at 5766 Hollywood Blvd. Chic Vandagriff, formerly with a Burbank firm, is president of the new agency, located on the site of former Olympic Intl. Motors.

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

THERE ARE MANY PEOPLE, particularly in the business world, who spend a few minutes each day mentally kicking themselves in the bazoo for opportunities they have missed. We went to the press opening of Downtown Imports the other day and, while seeing if we could drink ourself senseless on free gin, got to thinking about one of a large group of self-kickers.

The way we heard the story is that Johnny von Neumann was trying to get together enough money to handle the West Coast distributorship for Volkswagen. This was not too many years back, when VW was virtually unknown in the States. He stopped by a sports car dealer on La Brea and showed him the latest VW. All he needed, he explained, was another $10,000 and he had the deal sewed up. The dealer couldn't see any future in the weird-looking little car, so claimed he didn't have the cash available.

The dealer and his service manager watched the VW disappear into the afternoon smog. "You know," said the service manager, "I went over the VW pretty carefully and the workmanship is the best I've seen. I think maybe you just made the biggest mistake of your life.'"

The dealer has since gone out of business and you know what happened to Volkswagen and von Neumann. That is why the dealer has a ¾ horsepower machine for the sole purpose of administering 15 minutes of stiff kicks in the pratt each and every morning.

Race Problems

You know Hud Stephenson, the chap who wins all the funny little car races in that silver Fiat Abarth Spyder? Well, sir, it seems as though he's looking for a ride in a bigger and more powerful car for next season, like who isn't. When the Maserati factory heard about this, they immediately telegraphed him an offer of a brand new Tipo 61 "Birdcage" Maserati for next year. How about that.

All Hud has to do now is to figure out how to raise the $15,000 to pay for it.

Tea Time!

A quote from Stirling Moss' autobiographical "In The Track of Speed," wherein he is telling of his 1954 win at Sebring in the Briggs Cunningham OSCA.

"Off then to the United States, where everybody is most hospitable but just don't know how to make tea . . . In Florida, they have a quaint idea of putting a minute dose of tea into a little muslin bag and dangling it in the pot."

You're not alone, Stirl. A great many people agree with you that Florida is not their cup of tea.

Why, O Why?

Although we know that we shouldn't leave the Sprite out in the boiling sun, we have given up parking it in the shade of convenient trees. When we park in the shade, invariably the tree becomes the roost for a flock of diarrhetic condors. It's true that we have jokingly called the car the "Birdcage," but come on, now, knock it off, you vultures! Enough is enough!

Elkhart Lake Diary

BY JOE SCALZO

Editor's Note—Here is a follow-up story by MOTORACING Staff Writer Joe Salzo on his observations while covering the recent road races at Elkhart Lake.

Friday, July 29—Arrived Elkhart Lake, Wisc., with **Bob and Jay Gould.** Bob Gould, who won the Del Mar Formula Junior race with his Stanguellini, will race the "Stang" at Elkhart in the Saturday 100-mile, 25-lap Formula Junior go. Son Jay and I will serve as his pit crew. The 4-mile Road America course impresses a lot of us tremendously. Lush, green countryside surrounds the track, and there simply isn't a place where it is dusty. Fourteen turns and two relatively short straights comprise Elkhart, yet in a race, the big cars average close to 90 mph. The pit area, instead of being paved, uses clover as a ground cover. There is a working paddock area and a working pit area. Gas pumps are provided at the course.

We arrived with the car late in the afternoon, and several of the big entries for the Sunday 200-mile USAC sports car race are practicing. Unfortunately, we arrived too late to see **Carroll Shelby** practice in Old Yeller, but those who saw him say he flew. California's **Billy Krause** and his D-Jag Corvette are among those practicing—Bill and crew arrived from California at 2 a.m., and the car is not running up to expectations as of yet. **Jim Jeffords** is practicing with the Camoradi "Birdcage" Maserati, the same one that **Masten Gregory** drove at Le Mans. Its streamlining makes it appear greatly different from all other Masers, Jeffords likes the car, but says it is a good 70 pounds heavier than the regular Type 61. Already, however, he has unofficially broken the track record with the machine. Bob Gould takes a few practice laps in the "Stang" and comes in happy with the car and course. **Rodger Ward,** practicing with the **Wilke** RS Porsche, powered by an RS-60 engine, blows the mill, but it is repairable.

At tech that night we see a few of the other cars entered. **John Kilborn** will drive the huge injected, supercharged, Chevy-powered Hi-Tork Special, "the only car I've ever seen that was too big for me," he says. **Jim Hall** and crew are in attendance with two Type 61 Masers and the former **Jay Chamberlain** Lotus Junior. Canadian ace **Harry Entwistle** is here with his 2-liter Lotus, and the Formula Junior cars are as thick as flies. Everyone here reads MOTORACING.

Saturday, July 30—Today is the Formula Jr. race, and also the first of the two qualifying sessions for the sports cars. As the cars go out to practice, a few catch your eye. **Lloyd Ruby** and the Micro Lube 4.5 Maserati are going like never before; for straightaway speed they are unsurpassed. The two eastern RSK wizards, and good friends, **Roger Penske** and **Bob Holbert,** practice together, but it is Penske,

Continued on Page 7)

Ho Hum - - It's Brabham At Brands Hatch

BY HENRY N. MANNEY III
MOTORACING Staff Writer

LONDON, Aug 1—At first only a motorcycle venue (and on grass at that) the pleasant Kentish track at Brands Hatch, set in rolling and wooded country southeast of London, has grown by leaps and bounds from the nursery of bikes ond the Formula 3 movement through F2 cars to the full grand prix setup.

As an inauguration for the new extension, which increases its length to 2.6 miles from the well-known seven-eighths, a meeing was held the day after the downgraded F2 "Grand Prix" at the Nurburgring and it attracted a goodly entry of proper Grand Prix bolides, including full Cooper, Lotus, and Yeoman Credit Cooper teams plus two Ferraris and a lone BRM.

As has become his habit this year, Jack Brabham (Cooper) walked off with the race at an average speed of 92.86 mph, with Londoner Graham Hill (BRM) five seconds behind after an exciting finishing spurt which carried him well out of the reach of third man Bruce McLaren's Cooper. However it was not all a snap for the champion as he had his mirrors full of Jim Clark's Lotus for the first 21 laps until the young Scotsman's ring and pinion got far too hot. At that we were treated to the always edifying sight of Brabham in a tearing hurry and very interesting it was too, with the Cooper motoring sideways around corners with nothing more than the top of Brabham's head showing, with the neat Lotus stuck right on behind.

Graham Hill immediately took up a respectful third, not wishing to strain the BRM and yet expecting the Lotus not to last the distance, which of course is what happened.

Clark's teammates were in no position to give him much help as John Surtees came almost immediately into the pits with a spluttering engine that was to plague him most of the day, and Innes Ireland forthwith retired with low oil pressure.

Cooper fortunes were being backstopped by McLaren, who had gotten the better of a struggle with Roy Salvadori in a private Cooper and Phil Hill, who was hurling the Ferrari around with gusto and eventually got the better of Salvo.

The Yoeman Credit Coopers were running in line astern headed by Henry Taylor; Tony Brooks suffered overheating and was well at the back while Dan Gurney seemed a little busy getting to know his.

As soon as the unfortunate Clark disappeared from the scene, having only the consolation of sharing fastest lap with Brabham of 1 min., 40.6(or 94.82 mph), the only interest lay in whether Graham Hill would speed up enough to pick up his half-minute from the leader and whether Piper, in his 1959 Lotus, would manage to catch the spluttering works example of Surtees in 8th. However, Piper overextended himself trying to grab a tow off Richie Ginther, in the second Ferrari, and spun just in front of Salvadori, who thereupon clouted him, putting both English cars out.

At the top end, Graham drew closer and closer but Brabham had a beady eye in the mirror; as John Cooper did his famous flip, his No. 1 driver crossed the line 5 seconds ahead of the BRM, winner of his 5th Formula I race in a row.

Also included in the fun and games were the curtain-raising GT race, won handily by Jack Sears in a very rorty Aston DB 4; a sports car go in the pouring rain which demonstrated the Ashdown Method of sandwiching one's 1100 Lola between first (Salvadori—2.5 Cooper) and third (Blumer—2.0 Cooper), in conditions which had the heavy metal slipping and sliding around at the back of the field.

Next was a FJr exhibition which promised to be a race until (1) Surtees slid off on the outside of the 1st corner but nevertheless finished 4th (2) Elva Specialist Dietrich lost his good 2nd place by attacking a bank of earth and let Ashdown (Lola) up to chase Clark's Lotus, which won anyway

As a crowd shifter after the big event, there was the usual production car race which was definitely not a success in the sense that everyone stayed to watch it, marvelling at the gyrations of the leading Jaguars and the antics of the somewhat tweeked Mini Minors which were harassing the Ford contingent, finally ending on a note of excitement just before Salvadori (Jaguar) took the checker when Graham Hill, no doubt tired from his GP exertions, took to the grass in his Team Speedwell Jag and used up the front against a handy mound in a great cloud of dust.

1.	Brabham (Cooper)	1 hr 25' 36.6" 50 laps
2.	G. Hill (BRM)	1 hr 25' 41"
3.	B. McLaren (Cooper)	1 hr 26' 26"
4.	P. Hill (Ferrari)	1 hr 26' 50.2"
5.	H. Taylor (Cooper)	49 laps
6.	J. Surtees (Lotus)	49 laps
7.	D. Gurney (Cooper)	49 laps
8.	B. Halford (Cooper)	48 laps
9.	R. Ginther (Ferrari)	47 laps

Entries Pour In For Races At Santa Barbara

With entries pouring in from all over the west, the 14th running of the popular Santa Barbara road races Sept. 3-4 now seems assured of another banner entry, Cal Club officials announced.

Early entries include Scooter Patrick of Manhattan Beach, young driving star who recently won the San Luis Obispo main event, in a Porsche Special.

Honors in the small-bore field seem sure to be hotly contested, since three hot Lotus pilots—Art Snyder, Kurt Neumann, and Chuck Tannlund—will race.

In the big bore field, John "Bat" Masterson, Ventura imported car dealer, has entered his Batmobile II, a Kurtis with a modified Corvette engine.

Admission: $2 Saturday, $2.50 Sunday; children under 12 free both days. The weekend's activities will be capped by the traditional concours d"elegance Labor Day at the Santa Barbara Biltmore hotel.

INGRID, OH INGRID!

Be there, Ingrid, when the oats are Green.

CALENDAR

AUGUST

20—FIA Great Britain Tourist Trophy race (sports and gran turismo cars) (World championship of sports car manufacturers).
20-21—USAC races (F libre) Meadowdale, Carpentersville, Ill.
20-21—South Jersey SCCA races, Vineland, N.J.
20-2f—Kentucky SCCA, Kentucky Derby Festival Nat'l. races.
21—SCC of British Columbia. Westwood Club races, Westwood, B.C.
27-28—NY SCCA races, Bridgehampton, N.Y. (East Coast Inter-Club championship).
27-28—Utah SCCA races, Salt Lake City.
28—NW SCCA races, Shelton, Wash.

SEPTEMBER

3-4—Calif. SCC races, Santa Barbara, Calif.
3-4—Alabama SCCA races, Tuskegee, Ala.
3-4—Central Florida SCCA races, Daytona, Fla.
3-5—New England SCCA Nat'l. races, Thompson, Conn.
3-5—Colorado SCCA regional races, Continental Divide Raceways, near Denver.
3-5—Kansas City SCCA races, Independence, Kans.
3-5—Red River SCCA races, Bossier City, La.
3-5—Detroit SCCA races, Waterford.
4—FIA Grand Prix of Europe, Italy (FI)
10—Goodwood race meeting (F1, 2 sports (World's driving championship). Monza.
4-5—SCC of Spokane, Deer Park races, Deer Park, Wash. (Conf. champ)
10—Goodwood race meeting (F1, 2, sports and touring cars), England.
10-11—San Francisco SCCA races (With No. Calif. Corvette Assn.), Cotati, Calif.
10-11—Chicago SCCA Nat'l. races, Road America, Elkhart Lake, Wisc.
10-11—Washington SCCA races, Marlboro, Md.
17—Snetterton race meeting (F1, 2, sports and touring cars).
17-18—Kansas SCCA races, Newton, Kans.
17-18—No. New Jersey SCCA races, Lime Rock, Conn.
17-18—C.W. Mich. and N.E. Mich. SCCA races, Grayling.
17-18—Wichita SCCA races, Newton, Kans.
18—SCC of British Columbia races, Westwood, B.C.

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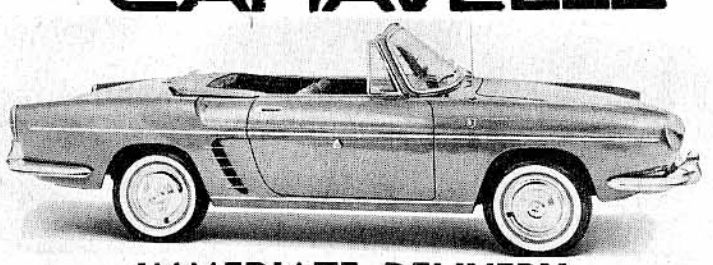
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Safety In MotoRacing

By DICK TODD

Still along the line of safety, another part which is very important is behaviour in the Pit Area.

In the pits, there are Pit Control men walking around moving people from here to there for no apparent reason. Don't ask why or refuse to do what they ask! Don't delay—do it now! They are there for your protection and have valid reasons for asking your cooperation.

Remember, each driver or owner is responsible for his individual pit crew, pit guests and area. There are trash barrels provided for refuse—Use them! Paper, cans and assorted goodies could find their way onto the course. It's dangerous enough without this added danger.

Remind your guests NO DRINKING of any alcoholic beverages is allowed. Failure to observe this rule can result in the driver being disqualified for the weekend.

Don't walk in the center of the pit lane. Use each side and watch all around you. Cars are being moved back and forth for gas, oil, tires, etc., and are working against time, preparing for their event. If you are asked to stand up, get off a hay bale, stand behind the line in the Pit lane—DO IT IMMEDIATELY!

Remember also only one person is allowed to give his driver pit signals. After the signal, go back where you belong. Give the other person his chance to give signals without you being the obstacle standing in front of him.

Stay out of areas you have no business in. Don't add to the confusion. Things are confused enough.

Another reminder — After the events of the day, don't take a Cook's tour of the course, showing your guests the turn you spun at or where someone passed you on the inside. If you do it, other people will think they are privileged to do so.

It's a chain reaction — with no ambulance, communications, flagmen or extinguishers present in case something did happen. I think a few of you know—things have happened at a few courses. It isn't very nice to make a tour of the course the next day and find a car overturned, with very dim headlights and a dead or hurt passenger inside. If you haven't had enough racing for the weekend, or the events are too short, speak up. It's possible to have longer events, just by starting a little earlier.

RACE WEEKENDS ARE FUN FOR EVERYBODY WHEN NO ONE GETS HURT!

• Vignettes

(Continued from Page 3)

AP: "**Athol Graham** was pinned in the racer after the left rear wheel snapped off . . . "

UPI: "Graham was crushed when the rear driving wheels of his car skidded . . . A course steward said the rear wheels spun loose . . . "

Hays Gorey (SPORTS ILLUSTRATED). " . . .Then the left front wheel flew off the axle . . . "

Now here is what actually happened . . . this to MOTORACING from the authoritative automotive writer, **Griff Borgeson**, who was there: "The Athol Graham crash had nothing to do with a wheel (Halibrand) coming adrift, in spite of SPORTS ILLUSTRATED's hasty reportage. In spite of gusty crosswinds he went gung ho, spun rubber like mad, got off the course, never lifted his foot (which should have bailed him out of trouble), finally got sideways and that was that. The chassis, wheels, tires and main shell held together remarkably in view of the fantastic impacts involved. The hinged tail did come adrift when the car was sideways. Witnesses disagree as to whether this occurred a microsecond before or after the initial flip. I taped the run and the flip occurred 47 sec. after the start, for an average velocity of about 230 mph. He was doing well over 300 when the tragedy occurred."

★ ★ ★

SOL Y SOMBRA—**Ray Pickering** was well pleased with the performance at San Luis Obispo of the Elva he sold to **Shirley Reitz**. It was 4th overall and 1st in class in the women's and production main. Ray, who maintains and tunes the car, gets out of the Army in October after 20 years (he went in when he was 17), and plans to open a shop in the So. Bay area . . . **Gordon Crowder**, the AC pilot who was critically injured a few years ago at Laguna Seca, is now a contract engineer for Am. Machine&Foundry in Stamford, Conn., later will be assigned to Denver and then hopes to be back here . . . Corker of a book is **Floyd Clymer's** "Hints & Tips on How to Drive a Volkswagen," published by FC, 1268 So. Alvarado St., Los Angeles 6. Tab: $3. Look for a review to be coming up soon . . . An anonymous call says to check on two AC Bristols that were protested, torn down, found to have 9.5 to 1 pistons, yet nothing was done about it. He also said to check on the "fantastic expenses" at a recent race meet . . . **Virginia Beers'** suit as the result of injuries suffered at the Examiner's Pomona races two years ago is due to get under way.

The OSCA recently advertised in these pages was NOT the one **Stirling Moss** drove to victory at Sebring in 1954. We strive for accuracy and are happy to make the correction, although it was not the advertiser's' fault. An East Coast friend (MOTORACING is read all over) brought this to our attention. Please see the Letters Section . . . **Paul Supancich** an aircraft designer with a passion for cars, has finished an engrossing 52-page, illustrated prospectus on Formula Junior cars. It's a fine evaluation on the future of the FJrs. Additional prospective manufacturers would do well to peruse the work. Paul, by the way, is the new editor of the local Porsche Owners Club Newsletter, and his first effort, aided by his wife, Janice, was excellent (enlarged and new format) . . .

.... **Rene Pellandini** is taking legal action against the Cal Club for his bounceroo in the AC cause celebre This topic is still fuming; many more letters have come in and they will be run in future issues . . . Incidentally, the Pellandini car and all other AC Bristols with 9.5 to 1 piston will be legal in all SCCA races . . .Please note **Stan Mott's** cartoon on the Fifth Ave. Racing Team car; it can, perhaps, qualify as the "Playboy" auto (see box on Pg. 1 . . . Cal Clubbers are fuming at the local SCCAers. Reason: Nearly 3 months ago CSCC announced in MOTORACING races for Bakersfield Nov. 12-13; now LA SCCA says it has Pomona races Nov. 5-6. Maybe they were set long ago, but dates were NOT released . . . **Joe Playan**, the popular ex-Porsche Spyder pilot, opens a big restaurant, the Char-Fire, next month with **Gagin Macardian** at Slauson & Telegraph Rd. . . . **Jack Brumby** is due to head the new Maserati Reps. here, and a new "Birdcage" which the factory is turning over to him is ticketed for **Bill Krause** . . . Biggest laugh of the year: the other Snapper-Wrapper advertises its "spirited editorial comment . . . " Is that uttsgay? . . . And then there was the cannibal guest who arrived late at a dinner party. The host looked at him and said, "Sorry, everybody's eaten." (Stolen from **Jerome Beatty, Jr.**, in the SAT. REVIEW).

PATRICK

(Continued from Page 1)

the first four of which were exclusively for drivers with less than six meets. A very popular idea with these often-overlooked drivers.

In a race limited to modified cars under 2-liters displacement, Patrick maintained a steady 6-8 second lead over runner-up Steve Herrick of Berkeley. Herrick, out for the first time in the ex-von Neumann Porsche RSK Spyder, kept the tricky K well in hand throughout to finish ahead of the fast-moving Stanguellini Formula Junior of Seaside's T. K. Handley. Cal Club prexy D. D. Michelmore of Reseda took 4th in his Porsche 550RS Spyder after a pair of spectacular spins in turn one. In for 5th, and taking 1st in class G, was Chuck Tannlund of San Francisco driving Prudence Baxter's Lotus XI.

The senior drivers' production car event was won by Ronnie Bucknum of La Canada in the controversial Rene Pellandini AC Bristol. Bucknum pulled way out ahead of the field in the maroon AC and finished over half a lap ahead of Jay Hills of Los Angeles in a Porsche Carrerra GT and the well-driven 1600 Porsche Super of Berkeley's Bill Hinshaw.

The novice and junior races earlier in the day were characterized by close, hard, exciting racing in every class and the enthusiastic crowd of 2000 showed its approval by rousing cheers of encouragement seldom heard at the big-money, high-pressure racing shows in the West.

A real tribute to the efforts of the sponsoring El Camino Foreign Car Club, the success of this 3rd annual meet should offer encouragement to small clubs everywhere. ECFCC demonstrated that, even with a small budget, a small club with an abundance of do-it-yourself spirit can present a day of racing that is an unqualified success for everyone from the 130 competitors to the 2000 spectators.

SAN LUIS OBISPO SUMMARY

Race 1. Women & Sedans: 1. Prudence Baxter, Lotus XI; 2. Barbara Windhorst, AC Bristol; 3. Nancy Mills, Porsche 1600S. Sedan-Bill Horn, Volvo.

Race 2. Jr. Drivers, Classes H & I: 1. Doug Woods, A-H Sprite; 2. Hud Stephenson, Fiat Abarth Allemano; 3. Dan Parkinson, Fiat Abarth Zagato. Class winners: H-Woods; I-Stephenson.

Race 3. Jr. Drivers, Class F: 1. Troy Clem, Elva Courier; 2. Dave Jordon, Porsche; 3. Ed Dunlap, Alfa Veloce.

Race 4. Jr. Drivers, Classes D & E: 1. Frank Copeland, Porsche 1600S; 2. Russ Utterberg, AC Bristol; 3. Wyn Robertson, Porsche 1600 S. Class Winners: D-Utterberg; E-Copeland.

Race 5. Sr. Drivers, All Production Classes: 1. Ronnie Bucknum, AC Bristol; 2. Jay Hills, Porsche Carrera GT. 3. Bill Hinshaw, Porsche 1600S. Class Winners: D-Bucknum; E-Hinshaw; F-Pickering, Elva Courier.

Race 6. Modified Cars under 2-liters: 1. Scooter Patrick, Porsche Spl.; 2. Steve Herrick, Porsche RSK; 3. T. K. Handley, Stanguellini Formula Jr. Class Winners: E-Patrick; F-Herrick; G-Chuck Tannlund, Lotus XI; H-Harry Jones, Lotus-Fiat.

Out of the HORSES MOUTH

BY FLAVIO ST. GERMAIN

Payola & Freeload Note--VW flew Snapper-Wrapper & mag writers (not us) to Detroit (of all places!) to orb the 1961 model . . . A $14.95 NY cut, 3 martinis & 2 Napoleon brandies (us) as guests of Riverside Raceway's Roy G. Lewis . . . Sam Weill, the VW-Porsche exec, last week married **Cleanthe Carr** in Carmel . . . Porsche hardship case in CSCC allows a roller bearing crankshaft. Wonder what that costs? . . . Coming: a yarn onhow tough insurance companies are making it on road racing . . . **Jim Peterson & Bob Evans,** first-nighters at Riverside Raceway, came up last week with XK150 Jags . . . Vasek Polak lauds up-&-coming Porsche pilot **Steve Herrick**, who finished 2nd to **Scooter Patrick** at San Luis Obispo. Herrick & **Tim O'Reilly** have bought **John von Neumann's** RSK (the ex-**McAfee** car), and Steve has his RS (ex-**Miles** job) 4 sale . . . **Sunnie Baker** is relaxing at Fallen Leaf Lake (near Tahoe) with **Ellie & Dusty Mahon,** who flew in from Istanbul after escorting his latest tour through Europe . . . Association of **Carroll Shelby** with Riverside Raceway is about the best thing that could happen to that road circuit . . . Current issue of TIME has a splash on the Formula Jrs . . . **Famous Last Words**—Has anybody seen Dean Mears? . . . P. Schisslerwould like to lure Mary Hauser from CSCC to the Riverside camp .

HAL MOODY, RETREAD SPECIALIST

BY GERI FLEMING
MOTORACING Staff Writer

Hal Moody, owner of Hal Moody's Tire Service, 4698 San Fernando Road, Glendale, was a pilot in World War II and learned about tire standards the hard way — through his own experiences with aircraft tires. Precision was the key.

Moody's story of growth parallels the growth of the sport car business—a money-making enterprise.

His Michelin "X" Retreading business has grown in the sports car field to big-city business. He has developed his Michelin retreading—for which he has exclusive molding rights in the San Fernando Valley—on the premise that retreading tires is an engineering business which must maintain the highest technical standards. "Each step must conform to the exact engineering specifications I first became familiar with in the war aircraft field."

Hal goes on the premise that the product is no better than the man who makes it. Therefore he insists on the best craftsmanship among his shop crew—a technically trained staff.

Leonard Craig, shop foreman, is an example of the department's high standards in personnel. Craig began his retreading career on aircraft tires in World War II; now, with nearly 20 years' experience behind him, he is up-to-date bn the very newest technical advances in car tire processing.

"We have one slogan," said Moody, and that is, 'Our capping goes on to stay. For the question uppermost in the sports car driver's mind is: Will the tread hold on corners? For a sports car race driver must stay on the road if he expects to win the race. Use of the special Michelin molds is the best answer to that question."

Incidentally, if you happen to be a Go-Kart fan, Hal also recaps Go-Kart tires—with the same quality precision work.

Letters

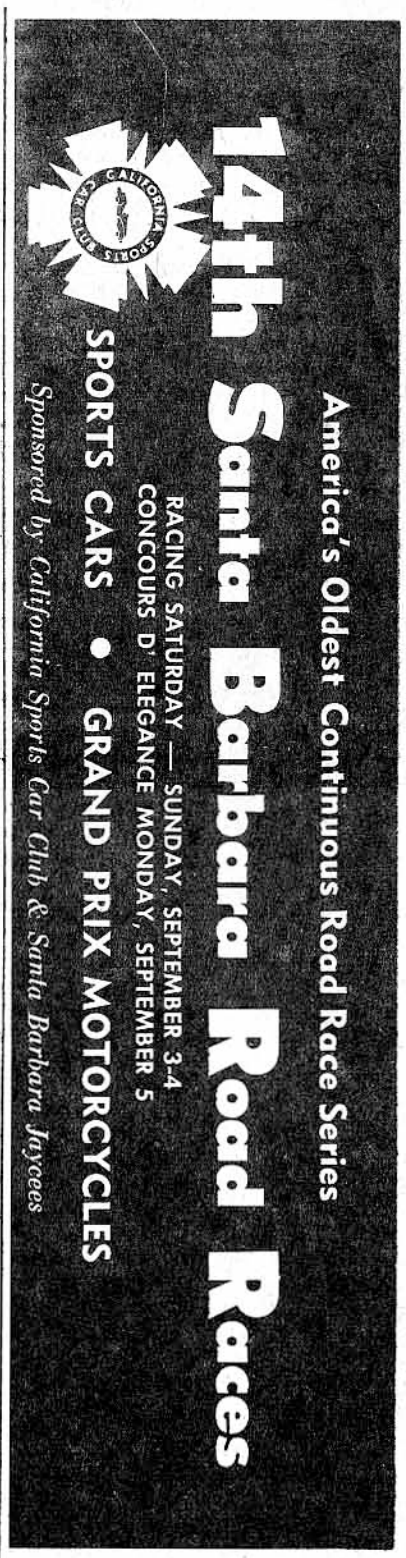
STOLEN JOKES

Wonders of wonders! Didn't think anyone ever read our Newsletter, but lo and behold I find a joke you "stole" (which I also stole) in MOTORACING this week. Guess I'll have to get on the ball and get some better readin' material for the Newseltter.

DEE HILDEBRAND
Women's SCC Corres. Secty.
Pasadena, Calif.

ACTION

One way to make oneself heard is to act.


America's Oldest Continuous Road Race Series
4th Santa Barbara Road Races
RACING SATURDAY — SUNDAY, SEPTEMBER 3-4
CONCOURS D' ELEGANCE MONDAY, SEPTEMBER 5
SPORTS CARS • GRAND PRIX MOTORCYCLES
Sponsored by California Sports Car Club & Santa Barbara Jaycees

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GRAND PRIX RESTAURANT
LUNCH — DINNER — COCKTAILS
Daily 11:30 to 2 a.m. — Sat. 6 p.m. to 2 a.m.
Racing Movies — Thursday Nights
8204 BEVERLY BLVD. Closed Sunday OL 1-2276

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Rally Sparks

BY DUANE SPARKS

California's version of Liege-Rome-Liege, Lockheed Sports Car Club's 24 HOUR VIII, last week gave us a most enjoyable trip—Los Angeles - Monterey - Los Angeles. This most challenging of all the 24's employed a modus operandi ideally suited to an event of this type—one committed to a 700 to 800-mile course.

Abandoning to some extent, at least during the first 16 hours, the premise that since this is a long, long rally it wouldn't be fair or safe to give the contestants much to do but steer a straight course, this year the organizers took pains to make it an interesting rally, too.

The procedure was to travel a comparatively short distance along a road to Monterey and then wander off into the by-roads to take advantage of well-worked out problems in route instructions and speed change references usually heavily concentrated just before checkpoints.

This constant change-of-pace kept up contestants' interest and competitive spirits very successfully all the way to Monterey and about a third of the way back. Then the traditions of former 24's became too strong and, apparently under the theory that it is safer and less tiring to drive all night hypnotized by a white line on a major highway, the same old practice of long straight stretches with nothing to do, liberally punctuated with long rest stops and "free" mileage zones still with nothing to do, took much of the edge off the memory of an exciting day. With but few exceptions during the night we were offered little more than a tour towards Los Angeles, with the feeling that the organizers had fixed it so that we had to wait for daylight so we could resume rallying.

With this one criticism, which is offered for consideration by next year's rallymasters, it was in our opinion a most successful effort by first-time rallymasters EUGENE HUGHES and ROY BLAY. Naturally we're mighty proud, too of TED and JACK SPARKS' capturing this event to complete their hat trick this year, having also won D'ORO and ORBIT. And we know their jaded trophy appetite was more than satisfied by the beautiful pedestal-mounted, globe-shaped transistor radios they received for their efforts. Those are two trophies that won't go on a shelf in a closet.

Coming up next week is SOUTHWEST'S RALLYE DE NO SNAILO, masterminded this year by DICK ANDERSON, who knows what he's doing when it comes to putting on a NO SNAILO type rally. DICK tells us he's giving his all to this one, since it will be his last effort for us in this area. Cupid and a new job are calling him to Palo Alto, so that in all probability next year his fine maniacal hand will be apparent in at least one of the No. Calif. championship events.

Any time you are passing by Fox Hills Drive in West Los Angeles stop in at 1914 and chat a while with our SCCSCC prexy AL NESBITT, now convalescing at home after being hurt in an auto accident a couple of weeks ago.

SCCA FUMES

(Continued from Front Cover)

coming newspaper - sponsored USAC pro races.

At this meeting SF was given permission to **ACTIVELY** operate the Oct. 22-23 SF Examiner Pacific Grand Prix at Laguna Seca. Previously, the northerners were to use the name of the SF Sports Car Club.

A somewhat similar deal will apply to the LA region at the LA Times-Mirror race at Riverside Oct. 15-16. Unlike SF, where the SCCA is the only power, in Los Angeles the dominant power is the California Sports Car Club, with LA SCCA relegated to a poor second fiddle. Cal Club and USAC have more to do and say about staging and running the Times-Mirror race.

What it amounts to in Los Angeles is merely the SCCA lending its name to the event.

The decision at St. Louis was that the regions "must run" these races. That may hold anywhere in the US, except Los Angeles, where the unique situation exists of someone other than SCCA being the power—the Cal Club.

SCCA has cooperated with USAC by allowing its drivers to compete with such pros as Carroll Shelby, Loyal Katskee, Lloyd Ruby, Skip Hudson and Bill Krause.

Since experience has shown that only few big pro road races make money, SCCA is eager to take over the running of these races and will tighten things up in 1961 by limiting the open events at which SCCA drivers can compete.

This phase of thinking will be wound up at a big SCCA meet in October. An official said: "We would like to control sports car racing in America while not interfering with independent clubs. We have got to do it because without control we are afraid sports car racing will go the way of the midgets—ruined by overdoing it."

CHAMPIONSHIP RALLY STANDINGS

1960 CALIFORNIA CHAMPIONSHIP RALLY STANDINGS

POS. NAME	(1) SC	(2) SC	(3) NC	(4) SC	(5) NC	(6) SC	(7) SC	(8) NC	(9) SC	(10) NC	(11) SC	TOTAL	NO.
DRIVERS													
1. Bill Chester	*	22	0	*	*	24	21	20	19	*	21	127	7
2. Jack Sparks	23	*	12	25	*	*	25	*	*	*	25	110	5
3. Bob Cook	14	17	*	*	24	*	*	25	*	17	*	97	6
4. Jerry Aarons	*	25	0	23	*	15	*	*	18	*	15	96	6
5. Dick Coulter	0	13	17	10	*	*	*	19	0	15	*	74	7
6. Duane Sparks	*	23	0	18	*	*	*	16	*	*	16	73	5
7. Joe Booth	*	*	25	0	23	0	*	23	*	*	*	71	5
8. Ron Jones	0	*	16	15	*	*	16	*	22	*	*	69	5
9. Don Royer	22	6	*	0	*	23	18	*	*	*	*	69	5
10. Bob Piercy	0	11	8	*	*	0	*	13	*	15	19	66	7
11. Harold Schell	2	*	23	*	16	*	*	24	*	0	*	65	5
12. Dean Shippen	*	*	20	*	25	*	*	*	*	13	*	58	3
13. Cal Hudspeth	13	16	18	0	*	8	0	*	*	*	12	57	7
14. Phyllis Banks	*	*	24	*	19	*	2	*	*	11	*	56	5
15. Adrienne Ryan	*	*	*	*	*	*	*	22	16	18	*	56	3
16. Les Weisbrich	7	19	0	14	*	0	0	*	*	*	6	46	7
17. Bernice Branson	8	0	*	20	14	2	0	*	0	*	*	44	7
18. Chuck Meredith	*	15	*	22	*	6	0	*	*	*	*	43	4
19. Hugh James	*	*	0	*	10	*	*	12	*	21	*	43	4
20. Bill Rector	25	*	*	*	*	17	*	*	*	*	*	42	2
20. Dick Butler	*	*	0	0	*	13	*	*	17	*	13	43	5
22. Virginia Thomas	*	*	3	4	21	*	0	*	*	*	*	28	4
23. Dick Kermode	24	0	*	0	*	0	0	*	*	*	*	24	5
24. Fred Behringer	16	5	*	0	*	*	*	*	*	*	*	21	3
25. Bob Blair	*	*	10	*	9	*	*	*	*	*	*	19	2
NAVIGATORS													
1. Ted Sparks	23	*	*	24	24	*	25	25	*	*	25	147	6
2. Elizabeth Chester	*	22	0	*	*	24	21	20	19	*	21	127	7
3. Dick Anderson	*	25	0	23	*	15	*	*	18	*	15	96	6
4. John Ryan	10	17	*	*	15	*	*	22	*	18	*	82	5
5. Sandy Booth	*	*	25	0	23	0	*	23	*	*	*	71	5
6. Howard Frank	22	6	*	0	*	23	18	*	*	*	*	69	5
7. George Taylor	0	*	16	15	*	*	16	*	22	*	*	69	5
8. Barbara Schell	2	*	23	*	16	*	*	24	*	0	*	65	5
9. Jim Coyle	16	5	*	0	10	*	*	12	*	21	*	64	6
10. Isabel Blandford	*	*	20	*	25	*	*	*	*	13	*	58	3
11. Ron Going	0	*	17	10	*	11	*	19	0	*	*	57	6
12. Homer Banks	*	*	24	*	19	*	2	*	*	11	*	56	4
13. David Davis	14	*	*	*	*	*	*	*	25	17	*	56	3
14. Bob Cole	13	16	18	0	*	8	0	*	*	*	*	55	6
15. Gene Kiggins	18	*	*	12	8	*	*	*	*	16	*	54	4
16. Mike Goodwin	0	0	12	12	*	7	*	16	*	*	*	47	6
17. Doug Sawin	7	19	0	14	*	0	0	*	*	*	6	46	7
18. Scott Branson	8	0	*	20	14	2	0	*	0	*	*	44	7
19. Patt Meredith	*	15	*	22	*	6	0	*	*	*	*	43	4
20. George Blondin	25	*	*	*	*	17	*	*	*	*	*	42	2
21. Jerrie Sparks	*	23	0	18	*	*	*	*	*	*	*	41	3
22. Frank Herman	*	0	0	6	*	12	0	*	12	*	4	34	7
23. Al Nesbitt	0	11	8	*	18	0	*	13	*	*	*	32	5
24. Lorraine Butler	*	0	0	0	*	13	*	*	17	*	*	30	5
25. Homer Richardson	*	*	*	*	*	*	*	17	*	12	*	29	2

(1) MARK II; (2) WHEELE BOUNCE; (3) BOONDOCKS; (4) D'ORO; (5) ALPINE; (6) GREAT WESTERN (7) ORBIT; (8) BIG BEN; (9) SIERRA; (10) TEMPUS FUGIT; (11) 24 HOUR.
SC--SCCSCC EVENT; NC--NCSCC EVENT; * DID NOT COMPETE FOR STATE POINTS.

UNOFFICIAL SCCSCC CHAMPIONSHIP RALLY STANDINGS#

POS. NAME	CLUB	MARK II	WHEELE BOUNCE	D'ORO	GREAT WESTERN	ORBIT	SIERRA	24 HOUR	TOTAL
DRIVERS									
1. Jerry Aarons	Southwest	12	25	23	15	22	18	15	130
2. Bill Chester	Rallymasters	*	22	21	24	21	19	21	128
3. Doug Linder	Northrop	15	24	16	20	11	*	22	108
4. Bob Cook	Tri-Angles	14	17	3	16	23	25	*	98
5. Jack Sparks	Pacific	23	*	25	0	25	0	25	98
6. Jerry O'Brien	Rallymasters	20	14	1	*	24	5	24	88
7. Don Royer	Lockheed	22	6	0	23	18	0	*	69
8. Bill Rector	C. A. R.	25	4	*	17	*	23	*	69
9. Bob Piercy	C. A. R.	0	11	*	0	19	20	19	69
10. Don Black	Northrop	19	10	8	18	13	*	*	68
11. Duane Sparks	C. A. R.	*	23	18	0	0	*	16	57
12. Dick Coulter	C. A. R.	0	13	10	11	*	0	23	57
13. Ron Jones	San Diego RC	0	*	15	*	16	22	*	53
14. Bill Eichelkraut	Northrop	21	21	9	0	0	*	*	51
15. Cal Hudspeth	Rallynauts	13	16	0	8	0	*	12	49
16. Wanda Taylor	C. A. R.	17	0	15	5	12	0	*	47
17. Bill Doyle	C. A. R.	0	*	*	19	14	0	14	47
18. Gwen Thigpen	C. A. R.	0	0	*	22	9	15	*	46
19. Les Weisbrich	C. A. R.	7	19	14	0	0	*	6	46
20. Dick Pieper	Hughes	3	20	*	*	*	21	*	44
21. Chuck Meredith	Rallymasters	*	15	22	6	0	0	*	43
22. Dick Butler	C. A. R.	0	*	0	13	*	17	13	43
23. Flo Schumann	Southwest	*	0	0	25	*	*	17	42
24. Betty Enoch	Northrop	*	0	17	*	17	*	*	34
25. Jim Traughber	Rallymasters	0	0	6	12	0	12	4	34
NAVIGATORS									
1. Ted Sparks	C. A. R.	23	0	25	21	25	24	25	143
2. Dick Anderson	Southwest	12	25	23	15	22	18	15	130
3. Elizabeth Chester	Rallymasters	*	22	21	24	21	19	21	128
4. Jack Carlson	Northrop	15	24	16	20	11	*	22	108
5. Don Simpson	Rallymasters	20	14	1	*	24	5	24	88
6. John Ryan	Tri-Angles	10	17	3	16	23	16	*	85
7. Gordon Madison	Northrop	19	10	8	18	13	*	16	84
8. George Taylor	San Diego RC	0	*	15	21	16	22	*	74
9. Howard Frank	Lockheed	22	6	0	23	18	0	*	69
10. George Blondin	C. A. R.	25	4	*	17	*	23	*	69
11. Ron Going	C. A. R.	0	13	10	11	*	0	23	57
12. Ruth Piercy	C. A. R.	9	0	*	22	9	15	*	55
13. Bert Johnston	Northrop	21	21	9	0	0	*	*	51
14. Al Nesbitt	C. A. R.	0	11	*	0	19	20	*	50
15. Bob Cole	Rallynauts	13	16	0	8	0	(13)	12	49
16. Chas. Kenyon	C. A. R.	17	0	13	5	12	0	*	47
17. Marge Moyer	C. A. R.	0	0	*	19	14	0	14	47
18. Doug Sawin	C. A. R.	7	19	14	0	0	*	6	46
19. Patt Meredith	Rallymasters	*	15	22	6	0	*	*	43
20. C. K. Enoch	Northrop	*	0	17	*	17	*	9	43
21. Chas. Schumann	Southwest	*	0	0	25	*	*	17	42
22. Jerrie Sparks	C. A. R.	*	23	18	*	0	*	*	41
23. Juri Leetmaa	Hughes	*	20	*	*	*	21	*	41
24. David Davis	Tri-Angles	14	*	*	*	*	25	*	39
25. Gene Kiggins	Tri-Angles	18	*	12	7	*	*	*	37

#Pending disposition of protest on 24 HOUR. *Did not compete. ( ) Not for points.

RALLY RESULTS AND CALENDAR

C. A. R. FIRST FRIDAY NIGHTER III AUG. 5 RUTH PIERCY & GWEN THIGPEN R.M.S 47 CARS

POS. DRIVER	NAVIGATOR	CLUB	CAR	ERROR
EXPERT				
1. Walt Scholl	Muriel Scholl	Pacific	A-H	1.45
2. Gene Day	Lou Bowen	Glendale FCCA	MG A	2.94
3. Al Hicks	Isabel Haas	Lockheed	Morgan	3.09
NOVICE				
1. Bill Burklin	Mary Burklin	La Mirada SCC	TR 3	1.79
2. V. L. McMurray	Randy McMurray	None	TR 3	2.68
3. D. D. Peckham	D. B. Robinson	None	VW	4.44
SEAT-O-PANTS				
1. Bob Evans	Gordon Leith	None	MG A	1.59
2. Bill Chester	Elizabeth Chester	Rallymasters	Alfa	1.80
3. Daniel Prosin	Margie Klein	None	Volvo	4.25

STLEASCC TOTAL ECLIPSE I AUG. 6 SHARON COULTER & MEURISE DU RE R.M.s 25 CARS

MODIFIED				
1. Bill Chester	Elizabeth Chester	Rallymasters	Alfa	.89
2. J. D. Pope	Al Nesbitt	C. A. R.	TR 3	1.20
3. Mary Lue Sissmore	Bob Taylor	C. A. R.	MG A	1.56
STOCK				
1. Doug Worthy	Pennie Worthy	C. A. R.	Alfa	3.46
2. Dwight Geffrey	Bob Craik	LASCC	Sprite	4.72
3. Ralph Quam	Tom Lawton	Lockheed	Corvette	6.57

LOCKHEED SCC 24 HOUR VIII AUG. 13-14 EUGENE HUGHES & ROY BLAY R.M.s 68 CARS

				STATE	
1. Jack Sparks	Ted Sparks	Pacific	Sprite	D25 N25	2.04
2. Jerry O'Brien	Don Simpson	Rallymasters	Porsche		5.45
3. Dick Coulter	Ron Going	C. A. R.	TR 3		6.88
4. Doug Linder	Jack Carlson	Northrop	Porsche		8.90
5. Bill Chester	Elizabeth Chester	Rallymasters	Alfa	D21 N21	10.43
6. Elizabeth Kacy	Bill Keife	ISCARA	Corvette		11.74
7. Bob Piercy	Dick Ecker	C. A. R.	Alfa	D19	17.33
8. Wayne Brown	Al Rosenheck	Northrop	Corvette		17.45
9. Flo Schumann	Chas. Schumann	Southwest	A-H		18.97
10. Duane Sparks	Gordon Madison	Northrop	Pacel	D16	19.24
11. Jerry Aarons	Dick Anderson	Southwest	Porsche	D15 N15	19.91
12. Bill Doyle	Marge Moyer	C. A. R.	A-H		21.89
13. Dick Butler	Don Foster	Southwest	Porsche	D13 N13	23.06
14. Cal Hudspeth	Bob Cole	Rallynauts	Alfa	D12	23.21
15. Joe Walmsley	Jim Kingham	C. A. R.	MG A		27.79
16. Yukio Fujimura	Jack Holiday	Orange Co.	Porsche		29.45
17. Russell Smith	C. K. Enoch	Northrop	TR 3		30.08
18. Bill Alexander	John Merrill	SMPCCA	MG A		32.96
19. Doug Worthy	Pennie Worthy	C. A. R.	Alfa		36.53
20. Les Weisbrich	Doug Sawin	C. A. R.	Porsche	D 6 N 6	38.84
21. Doug Winzer	Libby Stewart	Glendale FCCA	MG A		39.81
22. Jim Traughber	Frank Herman	Rallymasters	TR 3	N 4	43.53
23. Sandra Reynolds	Dick Reynolds	Northrop	Renault		46.14
24. Bernice Branson	Scott Branson	C. A. R.	A-H		49.95
25. Ron Hubbard	Sandee Boots	SMPCCA	TR 3		51.00

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27 - - - SOUTHWEST SCC RALLYE DE NO SNAILO V an SCCSCC sanctioned open nav. event 12 Noon, 12 hrs. Bob's 11000 Sepulveda $4.50 Dick Anderson R.M. GR 2-7614.

SEPTEMBER

2 --- - C. A. R. FIRST FRIDAY NIGHTER IV 2½ hr. simple nav. event 3 classes, $2, Dick Butler R.M. 8 P.M. Bond's Mkt. Victory & Sepulveda OS 6-7836

3-4-5- - SCCA LAS VEGAS SAND TO SEA RALLY II Las Vegas to Santa Barbara races

11 - - - CHECKMATES, LTD. SEPTEMBER MORN IV an NCSCC Championship nav. event. also novice class, 10 hrs. 6 A.M. 29th & El Camino Real, Hillsdale, San Mateo John Ryan R.M. $6.00 incl. breakfast. A. Ryan 240 E. Bellevue San Mateo

16-18- - SCCA JOHNNY APPLESEED nat'l Champ. nav. event, NE Ohio region.

18 - - - PALOMAR SCC RALLY OF THE STARS SCCSCC CHAMP RALLY for September, nav., also seat-o-pants class. 6:30 A.M. Hwy 395 & Washington, Escondido, Ken Kelling R.M. 2215 Cranston Dr. Escondido SH 5-3447 $5.00

23-25- - SCCA CONTINENTAL DIVIDE RALLY Nat'l Champ. nav. event Colorado Region

25- - - SOUTH BAY FCCA INAUGURAL RALLYE III an SCCSCC open nav. event 6 hrs. 8 A.M. Firestone & Lakewood, also s.o.p. class Larry Ford FR 9-6035 $4.00

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LETTERS

(Continued from Page 2)

and when we make a mention of the Club, no matter how trivial. Another reason that makes it easy to write "Nice things about his organization's efforts."

We have no fight with the S.F. Region of SCCA, though perhaps we have cause to. This region has a fine publicity and p.r. man peddling their flack for them, Bill Finefrock. But, the personal contact between press and the principals of this region just doesn't exist. Consequently the disgruntled little man's or woman's technical, licencing, or other problems that fall on our ears through phone calls or letters are given more of an import by us than they deserve.

There has never been any "Payola" to the press out of this Region. None is needed, none is wanted. I should think the most that the S.F. Region of the Sports Car Club of America could wish for, would be that their relations with the sports car press were as good as that enjoyed by the Racing Drivers Club of the Bay area, a local group which has to a degree perpetuated the sport in Northern California.

This letter reflects my personal feelings alone and is not intended to imply that other sports car writers are in agreement. We feel the California Sports Car Club is doing the best job in the state of putting on the type of road race events the public wants to see. We'll pay our own way to see them, whenever it's possible and practical, as we always have.

JOSH HOGUE
Imported Car Editor
San Francisco Chronicle
San Francisco

BIG DADDY WRITES

I have sold my sports car and got the hell out of lousy Los Angeles.

Here, outside, is San Francisco. Terrific, dad. When you look down, and you always look down in S. F., the houses look something like Musical Comedy houses. Herb Caen quotes a three-year-old girl on her first visit here like this: Did Santa Claus bring it? For a three-year-old I would think she was very observing. Like dig that dike, daddy.

I've been making the North Beach scene frequently and, man, it's the most. For a working writer or artist it certainly seems to have many advantages over the NY Village. The Bagel is not the most. From my as of now limited survey, the Coffee Gallery seems to be the most. I go there every Sunday afternoon to hear a jazz combo (sax, bass, piano and drums) and they are real far out, Daddy-O. I'm off the juice and may connect with one of the beat broads. Other than drinking with the winos on Mission Street on first getting in SF I have been off the soup. Six weeks I've been grogless. Later in the month I am going to audition for the San Francisco Drama Guild and if I make it, will be a member in good standing and can try out for the plays. You got to get around, man. Dig?

You got to get up here, man, and make the North Beach scene with your Uncle Jose. The San Francisco Review, an avante garde publication, is a real good thing. Try to get a copy. I think that SF is the new Paris and New York in the creative kick deal. And I can certainly see that this is the place to be if one wants to be Shakespeare or Picasso and is twenty years old. Sausalito, too, but I think you can only go there when you have met with some success—I mean financially, not critically. On the North Beach you just got to dig the beat and the Dun & Bradstreet don't mean nothin'. It's better, naturally, if you can afford to buy the beers. It seems that the creative set here has shifted from beer to wine. Any implication? And pot and that's good, dad. Had a chance to buy a tin worth $30 for only a sawski but had no sawski. The guy was hot and wanted to unload it real fast. Anyway, I got a contact. You got to have a full social life for a full development of the old souleroo. Right, Daddy-O?

YOUR OWN UNCLE TOM,
BIG DADDY
San Francisco

ELKHART LAKE DIARY

(Continued from Page 4)

not Holbert, the so-called "Mr. RSK", who impresses. **Loyal Katskee,** Type 61, looks in better form than we have ever seen him, and Jeffords in practice also is worthy of note. **Skip Hudson,** driving a gray Ferrari Testa Rossa, is going good, but it is "Shel" in Old Yeller who steals the play. He looks perfectly at home in the yellow machine. Bad news comes from the Micro Lube pit when it is learned that Ruby has broken a cam and will miss Sunday's race. Rodger Ward spins his Porsche, but continues. The two Meister-Brauser Scarabs go out to practice with **Augie Pabst** and **Bob Bondurant,** who says he might co-drive one with **Harry Heuer** in the big race, driving them. Shelby ends his practice in Old Yeller by losing an exhaust valve which is replaced with little fuss—**Max Balchowsky** telling him with a smile to keep it below seven grand!

Qualifications begin at 12:15 and at the end of the session it is Pabst who is fastest, breaking his own track record—2.41. Shelby is next fastest with a '42, after going off the road several times in an attempt to break the record. The two Masers of Jeffords and Hall are next, and then comes the sensation—Penske, who qualifies only four seconds slower than the Scarab. Twenty-three cars qualify, among them Hudson and Krause, both of whom did not get in the 40's, Hudson because the rivets are showing through the brake linings, and Krause because he merely wanted to make the field, and was not concerned with speed.

Thirteen Formula Jr. cars line up now for their 25 laps. Starting positions are drawn. Many of the drivers want the race shortened because they feel gas will be a problem, but the race goes the scheduled distance. Bob Gould starts in the fourth row outside. **Curt Gonstad** in a DKW-engined MBM comes through in the lead in the first lap, followed by Jim Hall (Lotus) and **John Haas** in an OSCA Jr. Gould is sixth. Two pre-race threats, Pabst (Moretti) and **Alan Connell** (Cooper) both are having engine problems. Haas retires a few laps later, and Gonstad is an easy first, Hall second, **Ron Letellier** third with an ISIS, and Bob Gould is now fourth. We give him the sign, "Catch Third," but this is misunderstood to mean that he is third, and by the time he does begin to push it is too late. Still, he is very happy with his position—beating Tarashis, the Sadler Junior, a Machau, and assorted other Jr's.

Sunday, July 30—Today is the day Nineteen more cars qualify, making a starting field of 42. Fastest times are turned in by Heuer in the Scarab, **Schroeder** in Hall's other Maserati, Holbert's Porsche, the Echidna of **Larsen, Don Skogmo's** D-Jag, and the other Echidna of **Grierson.** Bondurant drives the Scarab in practice again; he still may co-drive it or Krause's "Jagvette." Shelby, after being passed by Jeffords in practice, blows a clutch plate, which is repaired. As in the west, the most spectators around any car are those around Old Yeller.

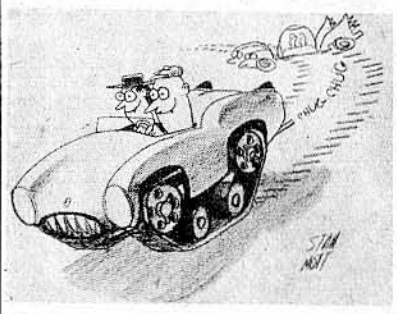
The cars line up. **Eb Rose** in his 2.5 Ferrari Maserati and **George Reed** in a TR Farrari do not start, thus the field is down to 40 cars. Mechanics have a hard time getting Pabst's car to fire over, but it soon does. We run all the way from the start-finish to get to turn five, the sharp left hander after the 3700-foot straight. As the cars approach, we catch a glimpse of Yellow, and it is just like a Western race as Old Yeller booms through in the lead, followed by a not-too-happy-looking Pabst. Jim Hall rides in third. Penske passes Katskee for fifth place, the nose of his Porsche pushed in. Jeffords comes through next, the rear of the Maser having a sizeable dent in it which strangely corresponds to the shape of an RSK snout. All cars get through the turn with the exception of Holbert who goes off into a field, but quickly gets back on again. We can see turn 14 from five, and as the cars go through, **James Place,** in his Ferrari-Corvette, blows a head gasket—out of the race. Shelby leads by a couple of seconds through five the next lap and behind him the order is Pabst, Hall, Krause, Jeffords—having a real dice, Penske, Katskee, Hudson—going great guns despite his braking problem — **Constantine** (Kelso - Lister), Schroeder, Larsen in the Echidna, **Bud Gates** (Lister-Chev), Heuer, Holbert, **Don Sessler** in RS, and the 18-year-old Canadian, **Peter Ryan,** trying desperately to get around Sessler. Two disappointments this lap—Entwistle in the Lotus goes by extremely slowly — his brakes gone — and John Kilborn in the Hi-Tork Special barely makes it to the top of the hill after turn five. As he describes it solemnly—"the Queen Mary ran out of steam."

Penske drops out shortly with clutch trouble, and Krause, after working his way ahead of Hall—consistently lifting his left front wheel going around five—quits with a gone rear end. At 15 laps positions have somewhat settled down. Shelby leads easily Pabst is still second—an easy second, Jeffords third, Hall fourth, Heuer fifth, Katskee — closing boldly — sixth, Constantine seventh, and Holbert eighth. Ten cars have already retired.

A groan of disappointment goes up on the 31st lap when Shel retires—after leading from the start—with transmission trouble. He has still, however, won some $1500 from lap money ($50 a lap) — his fastest lap time during the race was a "44.

Pabst now leads, but all is not well with the Scarab eihter. On lap 35, while lapping Katskee in fifth place, he nudged the Maser as he went by. Two laps later he retires with various mechanical woes. Jeffords now leads Hall, Katskee, Heuer—the Scarab having a slipping clutch—Hudson sans brakes, but turning lap times faster than he qualified, Constantine, after a stop for gas, sixth, and Schroeder, after a spin cost him time, seventh.

The top 10 finishing order, and the money won: 1. Jeffords, $3200; 2. Hall, $2200; 3. Katskee, $2000; 4. Heuer, $585; 5. Hudson, $515; 6. Constantine, $280; 7. Schroeder, $140; 8. Holbert $105 (and $675 for first under 2000cc); 9. Grierson $70; and 10. Ryan, $35 (and $500 for second under 2000cc). The combination of Rodger Ward and Jack Ensley in the latter's RSK won $375 for third under 2000cc, finishing 12th.



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